

Remarks

For purposes of appeal, dependent claims 2, 4, and 7 are amended to depend from claim 6 and dependent claims 9 and 10 are amended to depend from claim 11.

Claims 6 and 11 are rejected under 35 U. S. C. § 102 based on Cohn, U. S. Patent No. 5,852,927. The Examiner identified Fig. 7 of Cohn to support this rejection. Fig. 7 discloses a turbine combustor 156 that receives H₂-rich gas from a plasma fuel convertor 152 to produce combustion products that operate a turbine 162. First, there is no disclosure in Cohn that the system in Fig. 7 uses its turbine 162 as part of a turbocharger that produces pressurized air advanced through plasma fuel convertor 152. Second, turbine combustor 156 is not an internal combustion engine. Indeed, Cohn distinguishes between turbine combustors and internal combustion engines by separate references to turbine combustor 156 and an internal combustion engine 140 (see Cohn at Fig. 6 and col. 6, lines 23-24). Further, from a definitional standpoint, turbine combustor 156 does not qualify as an internal combustion engine. *Merriam Webster's Collegiate Dictionary* (Tenth Edition) defines an "internal combustion engine" as "a heat engine in which the combustion that generates the heat takes place inside the engine proper instead of in a furnace" and defines a "heat engine" as "a mechanism (as an internal-combustion engine) for converting heat energy into mechanical or electrical energy." Turbine combustor 152 produces combustion products 160 but does not itself produce mechanical or electrical energy. As such, one of ordinary skill in the art would not view turbine combustor 152 as an internal combustion engine. Cohn thus fails to anticipate claim 6 and claim 11. Reconsideration of the rejection of claims 6 and 11 is therefore requested.

Claim 13 is rejected under 35 U. S. C. § 102 based on Parsons, U. S. Patent No. 4,735,186. The Examiner cites column 1, lines 51-52, of Parsons to support this rejection. The complete sentence in which this citation is found reads as follows:

"The *reformed fuel* may be under sufficient pressure, e.g. 25 to 100 lbs per square inch, from the exhaust gas supply, but *it* may be pressure-charged into

the engine e.g. by turbocharging or supercharging." (Emphasis added)
(Parsons, col. 1, lines 49-52)

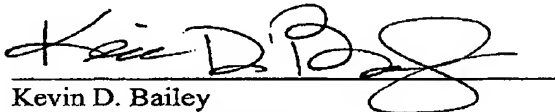
This excerpt discloses turbocharging or supercharging the reformed fuel into the engine. It does not mention the word "air" at all, much less turbocharging or supercharging air. As such, Parsons fails to anticipate the method of claim 13 comprising "operating a turbocharger so as to produce pressurized air, and advancing a reformat gas from a fuel reformer to a component with the pressurized air." Reconsideration of the rejection of claim 13 as well as claims 14-17 depending therefrom is thus requested.

The Examiner is invited to telephone the undersigned to discuss any outstanding issues to expedite prosecution of this application for all concerned.

It is respectfully requested that, if necessary to effect a timely response, this paper be considered as a Petition for an Extension of Time sufficient to effect a timely response and shortages in other fees be charged, or any overpayment in fees be credited, to the Account of Barnes & Thornburg, Deposit Account No. 10-0435 with reference to file 9501-72886.

Respectfully submitted,

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